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12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

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KING OF SCOTCH  
WHISKIES  
KING EDWARD VII.  
LIQUEUR GOLD LABEL  
\$21.00 Per Dozen.  
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\$15.50 Per Dozen.  
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No. 14,757 號七十五萬七千四萬一第一日四月十六年夏十三號光 HONGKONG, WEDNESDAY, JULY 26TH, 1905. 三拜福 號六十二月七年五零九百一莫港香 PEICE, \$3 PER MONTH.



E BLEND

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WINE AND SPIRIT MERCHANTS.  
ALEXANDRA BUILDINGS.

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CHUN SENG.

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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a1299]

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,  
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NEXT DOOR to our Former Address.

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DR. MORSE'S INDIAN ROOT PILLS  
CURE INDIGESTION AND ALL STOMACH AND  
BOWEL TROUBLES.

SHERRILLS FORD, N. C.  
July 3, 1903.

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Gentlemen: I have used Dr. Morse's INDIAN ROOT PILLS for a case of dyspepsia and indigestion of long standing, and about three-fourths of a box completely cured the trouble, after several other popular remedies failed. I consider them worth their weight in gold.

Very truly,  
D. E. WILSON.

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CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand)  
APOTHECARY'S HALL, HONGKONG. [a88]

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HOCKS. WHITE WINES  
AND  
SAUMUR WINES

MIX EXCELLENTLY WITH AQUARIUS WATER.

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WINE & SPIRIT MERCHANTS.

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COMPADEORE WANTED.

WANTED a COMPADEORE by an  
European firm doing piece goods and  
general business. Must furnish security for  
\$50,000.  
Apply by letter to R. S. T.  
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Hongkong, 6th July, 1905. [a1610]

Hongkong, 4th July, 1905. [a1610]

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GENTLEMEN'S OUTFITTING GOODS.  
HATS, BOOTS, UNDERWEAR, SHIRTS, etc.

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ELECTRO-PLATED WARE.  
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## INTIMATION.

A. S. WATSON & CO.,  
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ESTABLISHED A.D. 1841.

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WATER  
MANUFACTURERSTHE WATER used is THE PUREST that  
can be obtained, and is SKILFULLY FILTERED  
ON THE MOST SCIENTIFIC PRINCIPLES.THE MACHINERY employed is of latest  
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to produce waters of unrivalled excellence and  
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## The Daily Press.

HONGKONG, JULY 26TH, 1905.

PROBABLY there was never before in Hongkong a legal suit, so petty and unimportant in itself, that attracted so large a share of public attention and caused so much comment, as the unsuccessful claim of the Hongkong Hotel Company's late chief for wrongful dismissal. Of the merits of the case proper we have nothing to say; but several important side issues seem to call imperatively for comment. The letter in our correspondence column to-day, which we have published only in response to urgent requests, suggests a discussion with a much wider bearing than its author intended. It seems to us that whether the secretary of a public company is permitted to devote part of his time and energy to other business is a matter solely for his employers to decide. The shareholders are the actual employers, and if their representatives on the Directorate do not agree with them, they have it in their power gradually to remove these, and to elect others who will act more amenable to their wishes. It often happens that by permitting a useful man to engage in other occupations, his services are secured for really less than their value, while by dividing them, he secures, perhaps, more than their monopolised value would have been. In such case it is obviously mutually advantageous to allow such an arrangement. On the other hand, if an employer or corporation can afford to pay a sufficiently large remuneration to retain exclusively the services of a able man, and do so, it is no hardship to expect of him that he should devote all his efforts to benefiting his paymasters. The case of the Hongkong Hotel, and Mr. OSBREKE's connection therewith, touches, however, a far wider area of the commercial field in Hongkong than the

separate interests of the Wharf and Godown Company, or of the Hotel Company. The questions asked in his case may well be asked in the cases of most of the gentlemen who act as directors of public companies in this Colony. Now that there is a growing distrust of local stocks, it is natural that there should be comments on the management, and queries and theories as to the causes of visible effects. Why does a company that admittedly earns over twenty per cent pay a dividend of ten? Why does the prosperity of one corporation hang upon another? Columns could be filled with questions that are constantly being asked; and the Judge of Libel Actions would be busy if only a title were published of the things that are said when money and investments are the topics of veritable debate. One thing that is invariably said is that the number of directors is far too small in proportion to the number of companies. One man has far too many irons in the fire, and though, muddle the spirit of the adage, it is not he who suffers, the owners of the irons complain. We are advised not to put all our eggs in one basket; but it is possible to go too far to the other extreme. It is impossible to give so many baskets without permission. On the first charge he was fined \$75, and on the second \$25. The coolie who dug the grave was ordered to pay a fine of \$5, in default 14 days' hard labour.

Mr. Pekotillo, in conversation with some high Chinese officials before leaving Peking, is reported to have explained that he was going to settle peace, and that one of Russia's main objects in agreeing to peace terms was owing to the suffering of the Chinese in Manchuria, which excited the Government's pity. And in agreeing to end the war Russia again shows China her friendship. The native papers are said to be sprinkled with ideographic giggles.

Mr. T. Scovenga Smith returned from leave yesterday. He will take the Colonial Secretary's post during Hon. Mr. May's absence on leave.

Comber, the East Surrey soldier who won the King's Prize at Bisley, as announced by us some days ago, is described as a Sergeant by Reuter.

The Chinese Empress-Dowager and the Emperor are reported to have decided that no member of the Grand Council must be over 60 years old. This is very un-Chinese, and is probably a hoax.

The pardon of Captain Bougouin reads as follows: "By special grace Alexander H. M. Bougouin, a convict, condemned to ten years' imprisonment, is released. He is also released from police supervision. Acting under the Command of his Majesty the Emperor. Count Katsura Taro, Minister President."

Mr. Barlow was addressing Mr. F. A. Hazeland at the Police Court yesterday in defence of the Wellington Barracks' grumblers. "I have often played games myself," said he, "and the money has been put on a plate in the centre of the table." "You had better not go too far," said Inspector Gould in an undertone. Our reporter adds: "Mr. Barlow immediately changed the subject."

Before Mr. F. A. Hazeland at the Police Court yesterday, Chi Fat, farmer from Shamshuipo, was charged with neglecting to rep a death which occurred in his house, and with burying a dead body in an unauthorised place without permission. On the first charge he was fined \$75, and on the second \$25. The coolie who dug the grave was ordered to pay a fine of \$5, in default 14 days' hard labour.

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## PROSECUTION OF A SEAMAN.

Abdul Khan, fireman on the British ship *Forest Hall*, was charged before Mr. F. A. Hazeland at the Police Court yesterday with being absent from his ship without leave. Defendant pleaded guilty to the charge, and said he did not wish to return to the vessel.

The captain stated that Abdul asked permission to go ashore on Friday, but as it was inconvenient to the chief engineer to let him go he was refused. After this defendant jumped overboard and swam half way to shore. He then hired a sampan, landed on the Praia, and did not return on board until Saturday.

His Worship ordered the defendant to be detained in gaol until Thursday morning when his ship sailed, and he was to be reshipped on board.

STREET FIGHTS AND ASSAULTS.

SANDOW'S INFLUENCE SUGGESTED.

The mania for muscular development has infected the local Chinese, and in consequence of some of their feats of strength, a few of the newly flogged admirers of the "perfect man" found themselves facing the magistrates at the Police Court yesterday.

Ah Long, a young Eurasian, was placed before Mr. G. N. Orme on a charge of assault.

On the night of the 20th instant he went to see Sandow and his strong-men performing at the City Hall. As he was returning home, it is inferred that he began to wonder why the Chinaman's muscles were not as strong as the European's. An old native appeared in sight while his mind ran in this direction, and it is supposed that he decided to test the strength of his own arm, and the staying powers of the other's muscles. His first blow was directed at the old man's head, and caught him on the nose, bringing the colour. At a way then testing the other's abdominal muscles, when the old man got grip on him and held him fast while he shouted lustily for assistance. On the arrival of a constable the Eurasian's address was taken, and yesterday he appeared to answer the charge. He admitted striking the complainant on the nose, but informed His Worship that it was accidental. The night was dark, and as they passed he lifted his hand to prevent a collision.

His Worship inflicted a fine of \$5, and bound the defendant over in the sum of \$50 to keep the peace.

A rent collector appeared before Mr. F. A. Hazeland on the charge of assault, and in turn took out a cross summons against an old man and two small boys. The evidence showed that the collector called for the rent and because the tenant refused to pay up grew very angry. He was advancing on the old man in a threatening manner, but the set faces of the two small boys brought him to a standstill—for a time. Gaining courage, he rushed on the old man, caught hold of and shook him, and slapped him on the mouth.

His Worship discharged the children, and bound the rent collector and tenant over in the sum of \$50 to keep the peace for twelve months.

## MIXED CHINESE ACTING.

The Chinese gentry in Tientsin have petitioned the authorities to prohibit mixed acting at the theatres, and also mixed audiences, separate theatres being provided for female actors and also for female audiences. This is because mixed acting came in vogue, the poorer classes have been educating their girls for the stage instead of marrying them, as they can make money through them. The Tientsin Magistrate has issued a proclamation embodying the above petition.—*Tientsin Times*.

It is said that eight million yen's worth of coal has accumulated at Sasho.

There were three plague fatalities yesterday. The total since the first of the year is now 262.

Manil tradesmen are complaining at the growing competition by Government's prison labour.

Many Tientsin stores now have plate glass windows and awnings. There were none four years ago.

The suggestion is being made that Japan should hold a World's Fair to inaugurate the coming era of peace.

It is officially announced that the creditors of the American Bank at Manila will get at least forty per cent. of their money.

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The Chinese



## INTIMATIONS.

## SPECIAL PROGRAMME.

Under the Patronage of His EXCELLENCY THE GOVERNOR, Sir MATTHEW NATHAN, K.C.M.G.

## THE EVENT OF THE SEASON.

TO-NIGHT (WEDNESDAY), 26TH JULY.

## SANDOW.

THE PERFECT MAN  
and exponent of Physical Culture,  
And his GRECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 9.15 to 10.15 for the benefit of those living out of town.

GRAND WRESTLING COMPETITION.  
WEDNESDAY EVENING, THE 26TH.

GRAND MATINEE TO-DAY.  
(WEDNESDAY), the 26th, at 4 p.m.

Gold, Silver and Bronze Medals to Winning Competitors.

Europeans, Chinese, Japanese and Indians have already signified their intention of competing. Amongst others, the well known Hongkong Athlete, Mr. J. A. S. ALVES will compete.

Plat at the ROBINSON COMPANY.  
PRICES:—83, 82 and 81.

Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Park every night 15 minutes after the Performance.

Hongkong, 24th July, 1905. [1673]

JAPANESE CINEMATOGRAPH SHOW.  
THE BEST WHICH HAS EVER VISITED HONGKONG.

A FINE EXHIBITION of the Most Interesting Pictures of the RUSSO-JAPANESE WAR.

NEW FILMS JUST ARRIVED.

TWO SHOWS EACH EVENING,  
7.30 to 9 P.M., and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents;

3rd Class—15 cents.

TENT OPPOSITE CENTRAL MARKET.

Hongkong, 25th July, 1905. [1752]

NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Creditors are requested to send in their claims promptly.

By order of the Directors,  
E. W. RUTTER,  
Manager.

Hongkong, 24th July, 1905. [1753]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:

1. SERVICES up to 30 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intend existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, 14th June, 1905. [1441]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO. LTD. is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW,  
Manager.

1st Floor, 37, Connaught Road

Hongkong, 14th June, 1905. [1433]

NOTICE.

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of revising a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors,  
T. A. ARNOLD,  
Secretary.

Hongkong, 24th July, 1905. [1737]

NOTICE.

M. MUMHEYA, JAPANESE ARTIST.

Bromides and Crayon Engravings and also colouring Photos and relief Photos.

Views of China and Manilla. Work done for Amateurs. 10, 32, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS.

BISMARCK & CO.,

Navy Contractors, Ship Chandlers.

Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG-SANG & CO.

Shipchandlers, Sailmakers, Provisioners,

Coal Merchants, Hardware, Engineers,

Tools, Metal, Iron and Steel Merchants

57 & 58, 39, Connaught Road, New Praya Central.

5. HOWELL, MAY,  
Harbour Master.

Approved,  
F. J. MAYERS,  
Acting Commissioner of Customs.

Custom House, Canton, 22nd July, 1905. [1734]

## NOTICES OF FIRMS

## OSAKA SHOSEN KAISHA.

## HONGKONG OFFICE.

IT IS HEREBY NOTIFIED that during the undersigned's temporary absence from this Colony Mr. S. HIROI will have Charge of this Office.

T. ARIMA,  
Manager.

Hongkong, 25th July, 1905. [1733]

## NOTICE.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

M. R. WILLIAM WILSON has this-day assumed charge of the Company as Acting Chief Manager during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors.

C. P. CHATER,  
Chairman.

Hongkong, 13th July, 1905. [1668]

## PUBLIC COMPANIES

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 26th July, 1905.

TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 26th July, both days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, 21st July, 1905. [1717]

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

A N INTERIM DIVIDEND of \$3.50 per

Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,  
Secretary.

Hongkong, 12th July, 1905. [1655]

## THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND of One

Dollar and Seventy-five Cents per Share

for six months ending 31st June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,  
Secretary to

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for

THE WEST POINT BUILDING CO., LTD.

Hongkong, 12th July, 1905. [1656]

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE CERTIFICATE for the Shares

numbered 19637, 16668, 16675, 21810 and

23780/23781 which are fully paid up, standing

in the name of Miss HANNA MOSES REUBEN

COHEN, having been declared LOST.

Notice is hereby given that unless the said Certificate be

produced to the Company on or before the 31st

July, A NEW CERTIFICATE WILL BE

ISSUED by the Company, and the old certi-

cate will thereafter be set null and void.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th July, 1905. [1736]

## NOTICE.

## THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 102

of the Articles of Association the General

Managers have this day declared an INTERIM

DIVIDEND for the half year ended 30th

June, 1905, of FOUR DOLLARS per share.

DIVIDEND WARRANTS will be

obtained on application at the Office of the

Company on and after Wednesday the 2nd

August.

The TRANSFER BOOKS of the Company

will be CLOSED from the 24th to 31st inst.

both days inclusive.

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 18th July, 1905. [1708]

## NOTICE.

## THE HONGKONG CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY

HALF-YEARLY MEETING OF

SHAREHOLDERS in the Company will be

held at the OFFICE of the COMPANY, No.

18, Bank Buildings, Queen's Road Central,

on TUESDAY, the 15th AUGUST, at 12 o'clock

Noon, for the purpose of revising a report of

the Directors, together with a Statement of

Accounts, declaring a Dividend and electing

Directors and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st to 15th August,

both days inclusive.

By Order of the Board of Directors,

T. A. ARNOLD,  
Secretary.

Hongkong, 24th July, 1905. [1737]

## WEBLEY &amp; SCOTT

## REVOLVER &amp; ARMS CO., LTD.

THE  
ROBINSON  
PIANO CO.,  
LIMITED.  
PIANOFORTE  
MANUFACTURERS  
TUNERS.  
POLISHERS AND  
REPAIRERS.  
BEG TO CALL ATTENTION TO  
THEIR EXTENSIVE STOCK  
OF  
HIGH-CLASS INSTRUMENTS,  
BOTH OF  
THEIR "OWN MAKE"  
AND THE  
LEADING BRITISH,  
CONTINENTAL  
AND  
AMERICAN HOUSES,  
AT  
PRICES WHICH DEFY  
COMPETITION.

MUSIC AND MUSICAL INSTRUMENTS  
OF EVERY DESCRIPTION.

CASH OR HIRE PURCHASE  
SYSTEM.

Hongkong, 26th July, 1905. [1363]

S I E N T I N G.  
SURGEON DENTIST,  
NO. 10, DAGUILLAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

THE  
DIRECTORY AND CHRONICLE  
FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office  
and from the Local Booksellers.

ON SALE.

FOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS, January to June  
1905. With INDEX. Price \$7.50.  
On sale at the Hongkong Daily Press Office  
Hongkong 17th July, 1905.



MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A. I. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.  
Extreme Length ... 722 feet.  
Length on Blocks ... 714  
Width of Entrance on Top ... 984  
Width of Entrance on Bottom ... 884  
Water on Blocks at Spring Tide 344

DOCK No. 1.  
Extreme Length ... 593 feet.  
Length on Blocks ... 593  
Width of Entrance on Top ... 66  
Width of Entrance on Bottom ... 63  
Water on Blocks at Spring Tide 234

DOCK No. 2.  
Extreme Length ... 371 feet.  
Length on Blocks ... 36  
Width of Entrance on Top ... 66  
Width of Entrance on Bottom ... 63  
Water on Blocks at Spring Tide 22

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.  
THE WORKS are well equipped with  
THE LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and, also ELECTRICAL  
WORK.  
A LARGE STOCK of MATERIAL is  
always kept on hand.  
The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 H.P.,  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice.

BRITAIN'S PREMIER  
BATTLESHIP.

A Portsmouth correspondent states that the only battleship included in this year's ship-building programme will be laid down at Portsmouth Dockyard in October next, and it is hoped to have the vessel completed and at sea by the time Parliament is called upon to discuss the Navy Estimates for 1907. In other words, says the *Daily Telegraph*, this vessel, the largest and most powerful in offence and defence ever constructed, will be built from the laying of the keel plates to the hoisting of the mainmast in a period of sixteen months; thirty to thirty-six months is the average time devoted at present to the building of battleships of smaller size. This rapidity will result in a great economy, but nevertheless the cost will be between one and three-quarters and two millions sterling. So heavily will this vessel be armed that she will be equal to any battleship now afloat, and her striking power at such a range as that at which the engagement opened in the battle of the Sea of Japan will be as great as any three battleships of the ordinary type. This, my informant remarks, is stating the case very modestly.

The displacement will be about 18,000 tons. In the design full advantage has been taken of the lessons deduced from the events in the Far East, and it is possible that some further changes may be made after the report has been received of Captain Pakenham, the British Naval Attaché at Tokyo. This officer, who will arrive home next month, had special facilities for watching the result of the action of gun and torpedo in the late battle and the behaviour of various types of men of war. He was favoured in virtue of the close relations between this country and Japan. Apart from any minor modifications which may be made, the *Dreadnought*, as this man of war will be christened, will be remarkable for a number of novelties in design. She has been designed by Mr. Philip Watts, the Director of Naval Construction, with the approval of the Committee of Designs, and the mounting of ten 12in. guns of the latest type, throwing 350lb shells every two minutes, with a muzzle velocity of upwards of 2,500ft a second, is admitted a most sensational departure from the stereotyped practice of the Great Powers. The vessel will be driven by turbines and will be able to steam at upwards of twenty knots an hour, a remarkable achievement in engineering in view of her size, the weight of her guns and armour, and the great beam which it will be necessary to give her in order to ensure the provision of a stable gun platform, and to reduce the draught so as to enable the vessel to pass through the Suez Canal if necessity should arise.

The *Dreadnought* is regarded as a triumph in design, which reflects the greatest credit on Mr. Watts and all concerned. She will carry no secondary armament. The elimination of the gun guns borne by practically all the battleships of the world hitherto, is one of the main lessons deduced from the long-range actions which have been fought in the Far East. The essential feature of a battleship in modern conditions, it is now realised, must be the ability to deliver stunning blows at a distance of five or six miles, and this the *Dreadnought*, with her ten great guns, will do handily. And we need China's money. When the war is over there is sure to be a great impetus given to industry in China and the demands upon our producers will be correspondingly increased. If the Russian menace in Mongolia should become more serious and lead to a partition of the empire after all the efforts that have been made by the intelligent statesmanship of Mr. Day to keep it intact, it would be a sorry day for us, for there would be no surety of the permanence of the open door.

THE "AMERICAN" BANK AT  
MANILA.

VIOLENT COMMENTS.  
The receiver of the American Bank says that its depositors will receive at least 40 per cent of the money they put in that failed institution. Maybe they will get back a little more. At the most they cannot expect half the savings they entrusted to Mulford, the scamp who ran the bank.

Half a loaf is better than no bread and as most of the depositors were poor men, small merchants, government employees, mechanics and soldiers, the percentage paid back to them will be welcome indeed. The statement of the receiver would show that Mulford either stole the money deposited or looted it to strangers, who may have gotten it from him.

He may have taken the deposits to buy stock in his bank for himself or he may have spent it in high living.

Now it's gone, and men and women who can ill afford to lose a dollar are consoled with the certainty that they will not see more than half their hard-earned savings again at the most.

The authorities should make an example of this smooth-tongued fraud. He disgraced the nation whose name he so flippantly put above the door of his rotten institution, and which he cunningly planned as a trap for patriotic Americans in the Philippines.

Mulford deserves no sympathy. The honest merchants of Manila who are making for the future greatness of this city are entitled to protection against his class, and the sound financial concerns here should not be menaced by these financial traps.

Let the punishment of Mulford be exemplary so that when crooks come here to start cheating establishments the fate of the man who made the name "American" a byword in these islands shall be a forceful deterrent. —Cablegrams.

It is understood that the Japanese, profiting by their own experiences, are about to give out orders for additional battleships which will resemble the *Dreadnought* in fighting power.

20,000 MILE RACE.

EXCITING OCEAN VOYAGE FROM AUSTRALIA.  
One of the most remarkable sailing races ever record ended one day last month, according to mail papers received yesterday.

The competitors were three clipper barques, the race was from Melbourne to Queenstown, and the distance covered was between 15,000 and 20,000 miles.

A marvellous feature of the race is that the boats left Melbourne in company, but the same night they parted, and, with the single exception of a meeting between two of the boats off the Cape of Good Hope, they did not sight each other again until they were all nearing Queenstown, where they dropped their anchors within a very short time of each other.

The barques that took part in the contest are the *Iredale*, of Liverpool, Captain Roberts, 1,473 tons; the *Inverurie*, of Aberdeen, Captain Charleston, 1,309 tons; and the *Este*, of Hamburg, Captain Carlstern, 1,359 tons. The *Este* arrived in Queenstown first, the *Iredale* second, and the *Inverurie* third.

The excitement on the boats as they saw each other making for Queenstown was intense, each crew being confident of victory. The German vessel, however, just managed to get into harbour first.

After dropping their anchors the three barques went on shore, and a wager which had been made was handed over to Captain Carlstern.

During the voyage hurricanes were encountered. The *Este* received some heavy seas on board, and two or three of her boats were shattered, while the *Inverurie* had some of her sails torn to shreds.

THE RUSSIAN NAVY.

STEALING PRESS COMMENT.

There has been some very plain speaking in the Russian Press with regard to the unsatisfactory state of the Navy. The *Bouslogne-Victor*, in discussing the Japanese victory in the Korea Strait, says: "The terrible catastrophes of this war have shown with sufficient clearness that the most important factor in our defeat consists not in the numerical, but in the qualitative superiority of the Japanese Navy and Army. In no respect is the numerical difference between the organisation of the Japanese Navy and Army, in no respect is the quality of the Russian services seen so clearly as in the respective rates of pay, and in the way in which the men are fed. On an average the Japanese sailor draws nearly three times as much pay as does the Russian sailor. According to the Japanese Budget of 1904 the

THE HONGKONG DAILY PRESS, WEDNESDAY, JULY 26TH, 1905.

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## SHIPPING.

## ARRIVALS.

ACHILLES, British str., 7,443, Thompson, 25th July.—Liverpool and Singapore 19th July. General—Butterfield & Swire.

BRNLEDI, British str., 2,508, Potter, 25th July.—London 14th June and Singapore 19th July. General—Gibb, Livingston & Co.

BRAND, Norwegian str., 24th July, from Canton.

CHENGKHEW, British str., 1,213, E. Edwards, 25th July.—Singapore 19th July. General—Chines.

DALIN MARU, Japanese str., 200, H. Oita, 25th July.—Amoy 23rd July and Swatow 24th. General—Osaka Shosen Kaisha.

EMPEROR OF CHINA, British str., 3,016, R. Archibald, R.N.R., 25th July.—Vancouver 3rd July and Shanghai 22nd. Mails and General—C. P. R. Co.

HITI, Norwegian str., 757, A. H. Erikson, 25th July.—Bangkok 17th July. Rice—Chinese. KAMPOU, French str., 412, Li Boil, 24th July.—Kwangtung and Macao 24th July. General—Chinese.

PS. SCHAN, German str., 1,739, Lemcke, 24th July.—Saigon 20th July. General—Johner & Co.

RUTI, British str., 1,619, A. H. Notley, 25th July.—Manila 21st July. General—Showan, Tones & Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

25th July.

Achilles, British str., for Shanghai.

Kamptu, French str., for Kwangtung.

## DEPARTURES.

24th July.

HANGSAO, British str., for Shanghai.

HEDING MINZEL, German str., for Saigon.

ITAKA, German str., for Shanghai.

GLADESTRY, British str., for Singapore.

GERSON, French str., for Haiphong.

GREGORY APACAN, British str., for Calcutta.

HAIKHING, British str., for Swatow.

HANS WAGNER, Swedish str., for Nikolskayevsk.

HONGKONG, French str., for Haiphong.

KANSU, British str., for Canton.

KWONGSHANG, British str., for Canton.

PRINZ WALDEMAR, German str., for Melbourne.

SAMBIA, German str., for Yokohama.

TEAN, British str., for Manila.

TOURANE, French str., for Europe.

VANDALIA, German str., for Foochow.

## SHIPPING REPORTS.

The British str. *Chayu* reports: Strong S.W. monsoon and sea fit in Padarao into port. The Norwegian str. *Her* reports: Westerly and S.W. wind, strong breeze with heavy squalls. The British str. *Rudi* reports: Light to moderate winds and southerly swell, fine clear weather throughout.

The Japanese str. *Daijin Maru* reports: Light port with strong southerly wind veering to N.W. at midnight with heavy rain squalls. To port light winds and S.W. swell. Barometer falling rapidly.

## VESSELS IN DOCK.

25th July.

ABERDEEN DOCKS.—  
KOWLOON DOCKS.—  
MAGELLANES, H.M.S. JAMES, Poerhan, Kentworth.

COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH.

NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking cargo at through rates to TAWO LAH DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

## "BORNEO".

Captain F. Schmid will be ready to lead for the above ports TO MORROW, the 27th inst. For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELCHERS & CO.

Agents.

Hongkong, 24th July, 1905. [1738]

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

## "KENNEBEC".

will be despatched on FRIDAY, the 28th inst. For Freight & further information apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

4, Des Voeux Road, Central.

Hongkong, 22nd July, 1905. [181]

DAMPFSCHIFFS-VEREINIGUNG "UNION"

ACTIEN-GESELLSCHAFT.

## FOR NEW YORK.

With Liberty to call at the Malabar Coast.

THE Steamship

## "VERONA".

Captain Dobron, will be despatched for the above port on SATURDAY, the 29th July. To be followed by the Steamship

"ALRENGA".

Captain Petersen, on or about end of August. For Freight, apply to

CALLOON & CO.

Agents.

Hongkong, 20th July, 1905. [1468]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

## "ZAIKA".

Captain C. Willis, will be despatched as above on TUESDAY, the 1st August, at DAYLIGHT.

For Freight or Passage apply to

JARDINE, MATHESON & CO.

Agents.

Hongkong, 24th July, 1905. [1744]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS).

THE Steamship

## "PRINZ SIGISMUND".

Captain Lenz, will leave for the above places on TUESDAY, 1st August.

This splendid steamer is specially fitted for passengers, and is installed throughout with electric light.

A duly qualified Surgeon and Stewardess are carried.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD.

MELCHERS & CO.

Agents.

Hongkong, 22nd July, 1905. [1723]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                          | VESSEL'S NAME    | FLAG & EIG. | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO        | TO BE DESPATCHED            |
|--------------------------------------|------------------|-------------|-------|-----------------------|-----------------------------|-----------------------------|
| LONDON, &c., VIA PORTS OF CALL       | CHUSAN           | Brit. str.  | —     | H. W. Kenrick, R.N.R. | P. & O. S. N. Co.           | On 29th inst., at Noon.     |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | FORMOSA          | Brit. str.  | —     | B. W. H. Show         | P. & O. S. N. Co.           | About 4th Aug.              |
| LONDON, AMSTERDAM & ANTWERP          | AJAX             | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 1st Aug.                 |
| LONDON, AMSTERDAM & ANTWERP          | DOMENEGU         | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 15th Aug.                |
| LONDON, AMSTERDAM & ANTWERP          | PAKING           | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 29th Aug.                |
| LONDON, AMSTERDAM & ANTWERP          | ACHILLES         | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 12th Sept.               |
| MARSEILLES, &c., VIA PORTS OF CALL   | ANTENOR          | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 26th Sept.               |
| BLEMEM, VIA PORTS OF CALL            | TONKIN           | Fren. str.  | —     | Charbonnel            | MELCHERS & CO.              | On 8th Aug., at 1 P.M.      |
| MARSEILLES, LONDON & ANTWERP         | SCHAHNHORST      | Brit. str.  | —     | L. Mass               | GIBB, LIVINGSTON & CO.      | On 2nd Aug., at Noon.       |
| BENARBY                              | BERNATY          | Brit. str.  | —     | Sarchet               | HAMBURG-AMERIKA LINIE       | About 2nd Aug.              |
| ACHLIA                               | ACHLIA           | Brit. str.  | k. w. | Schulke               | HAMBURG-AMERIKA LINIE       | On 2nd Aug.                 |
| SPEZIA                               | SPEZIA           | Brit. str.  | k. w. | Ehlers                | HAMBURG-AMERIKA LINIE       | On 14th Aug.                |
| SAMBIA                               | SAMBIA           | Brit. str.  | k. w. | Lüning                | HAMBURG-AMERIKA LINIE       | On 22nd Aug.                |
| REHENANIA                            | REHENANIA        | Brit. str.  | k. w. | Förster               | HAMBURG-AMERIKA LINIE       | On 24th Sept.               |
| SCANDIA                              | SCANDIA          | Brit. str.  | k. w. | T. Dechra             | HAMBURG-AMERIKA LINIE       | On 26th Sept.               |
| SILESIA                              | SILESIA          | Brit. str.  | k. w. | Bahlo                 | HAMBURG-AMERIKA LINIE       | On 20th Sept.               |
| CHINA                                | CHINA            | Brit. str.  | —     | T. Robinson           | HAMBURG-AMERIKA LINIE       | On 2nd Oct.                 |
| STENTOR                              | STENTOR          | Brit. str.  | 1 m.  |                       | SANDER, WIELER & CO.        | On 29th inst., P.M.         |
| YANGTSE                              | YANGTSE          | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 29th Aug.                |
| KENNEDY                              | KENNEDY          | Brit. str.  | —     |                       | BUTTERFIELD & SWIRE         | On 28th Sept.               |
| VERONA                               | VERONA           | Brit. str.  | —     |                       | STANDARD OIL CO.            | On 28th inst.               |
| INDRAWADE                            | INDRAWADE        | Brit. str.  | —     | Dobronz               | CARLOWITZ & CO.             | On 9th Aug.                 |
| ST. HUGO                             | ST. HUGO         | Brit. str.  | —     |                       | SHEWAN, TOME & CO.          | On 10th Aug.                |
| VANDALIA                             | VANDALIA         | Brit. str.  | k. w. |                       | DODWELL & CO., LTD.         | About 12th Aug.             |
| EMPEROR OF CHINA                     | EMPEROR OF CHINA | Brit. str.  | 2 m.  |                       | HAMBURG-AMERIKA LINIE       | Quick despatch.             |
| ATHENIAN                             | ATHENIAN         | Brit. str.  | 1 m.  |                       | CANADIAN PACIFIC R. CO.     | On 2nd Aug.                 |
| TELEMONT                             | TELEMONT         | Am. str.    | —     |                       | CANADIAN PACIFIC R. CO.     | On 9th Aug.                 |
| MACHAON                              | MACHAON          | Brit. str.  | 1 m.  |                       | DODWELL & CO., LIMITED      | On 8th Aug.                 |
| ARABIA                               | ARABIA           | Brit. str.  | —     |                       | PORTLAND & ASIATIC S.S. CO. | On 12th Aug., at Daylight.  |
| TAIWAN                               | TAIWAN           | Brit. str.  | 1 m.  |                       | BUTTERFIELD & SWIRE         | On 2nd Aug.                 |
| EMPIRE                               | EMPIRE           | Brit. str.  | —     |                       | GIBB, LIVINGSTON & CO.      | On 9th Aug., at Noon.       |
| PRINZ SIGISMUND                      | PRINZ SIGISMUND  | Brit. str.  | —     |                       | MELCHERS & CO.              | On 1st Aug.                 |
| YOKOHAMA & KOBE                      | CANDIA           | Brit. str.  | —     | H. E. Kitcat, R.N.R.  | JAVA-CHINA-JAPAN LINIE      | About 5th Aug.              |
| JAPAN VIA SHANGHAI                   | BOOG             | Dut. str.   | —     |                       | JAEDINE, MATHESON & CO.     | Quick despatch.             |
| TIENTSIN VIA SWATOW & CHEFOO         | ESANG            | Brit. str.  | —     |                       | SIMMSEN & CO.               | To-morrow, at 3 P.M.        |
| SHANGHAI                             | EIGER            | Brit. str.  | —     |                       | P. & O. S. N. CO.           | To-morrow, at 4 P.M.        |
| SHANGHAI                             | MALTA            | Brit. str.  | —     |                       | A. JARDINE, MATHESON & CO.  | About 27th inst.            |
| SHANGHAI                             | KNONGSANG        | Brit. str.  | —     |                       | JARDINE, MATHESON & CO.     | On 28th inst., at 3 P.M.    |
| CLARA JESEN                          | CLARA JESEN      | Brit. str.  | —     |                       | OSAKA SHIENZEN KAISHA       | On 29th inst., at 10 A.M.   |
| SHANGHAI                             | FEITHJOF         | Brit. str.  | —     |                       | OSAKA SHIENZEN KAISHA       | On 30th inst., at Noon.     |
| SHANGHAI                             | YOKOHAMA & KOBE  | Brit. str.  | —     |                       | OSAKA SHIENZEN KAISHA       | On 30th inst., at 8 A.M.    |
| NINGPO & SHANGHAI                    | TIENTHIN         | Brit. str.  | 1 m.  |                       | OSAKA SHIENZEN KAISHA       | On 6th Aug., at 8 A.M.      |
| TAMSUI VIA SWATOW & AMOY             | DALIN MARU       | Jap. str.   | —     |                       | OSAKA SHIENZEN KAISHA       | To-day, at Noon.            |
| TAMSUI VIA SWATOW & AMOY             | PROTEUS          | Jap. str.   | —     |                       | OSAKA SHIENZEN KAISHA       | On 1st Aug., at Daylight.   |
| AMING VIA SWATOW & AMOY              | ZAIPIED          | Jap. str.   | —     |                       | OSAKA SHIENZEN KAISHA       | On 28th inst., at Daylight. |
| AMOY STRAITS & RANGOON               | ZAIPIED          | Jap. str.   | —     |                       | OSAKA SHIENZEN KAISHA       | On 29th inst., at 4 P.M.    |
| SWATOW-AMOY & FOOCHOW                | ZAIPIED          | Jap. str.   | —     |                       | JARDINE, MATHESON & CO.     | On 29th inst., at Noon.     |
| SWATOW                               |                  |             |       |                       |                             |                             |

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

| FROM                   | STEAMERS          | TO SAIL            |
|------------------------|-------------------|--------------------|
| GLASGOW and LIVERPOOL. | "ANTENOR" .....   | On 3rd August.     |
| GLASGOW and LIVERPOOL. | "MACHAON" .....   | On 4th August.     |
| GLASGOW and LIVERPOOL. | "ORESTES" .....   | On 6th August.     |
| GLASGOW and LIVERPOOL. | "ULYSSES" .....   | On 9th August.     |
| GLASGOW and LIVERPOOL. | "OOPACK" .....    | On 10th August.    |
| GLASGOW and LIVERPOOL. | "PELEUS" .....    | On 16th August.    |
| GLASGOW and LIVERPOOL. | "ALCINOUS" .....  | On 20th August.    |
| GLASGOW and LIVERPOOL. | "AGAMEMNON" ..... | On 30th August.    |
| GLASGOW and LIVERPOOL. | "JASON" .....     | On 31st August.    |
| GLASGOW and LIVERPOOL. | "TEENAI" .....    | On 10th September. |

## HOMEWARDS.

| FROM                             | STEAMERS          | TO SAIL            |
|----------------------------------|-------------------|--------------------|
| London, AMSTERDAM and ANTWERP.   | "AJAX" .....      | On 1st August.     |
| London, AMSTERDAM and ANTWERP.   | "IDOMENEUS" ..... | On 15th August.    |
| GENOA, MARSEILLES and LIVERPOOL. | "STENTOR" .....   | On 20th August.    |
| London, AMSTERDAM and ANTWERP.   | "PAKLING" .....   | On 29th August.    |
| London, AMSTERDAM and ANTWERP.   | "ACHILLES" .....  | On 12th September. |
| GENOA, MARSEILLES and LIVERPOOL. | "YANGTSZE" .....  | On 20th September. |
| London, AMSTERDAM and ANTWERP.   | "ANTENOR" .....   | On 26th September. |

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA  
EASTWARD.

| FROM   | STEAMERS        | TO SAIL           |
|--|-----------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and<br>"PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE & YOKOHAMA." | "MACHAON" ..... | On 7th August.    |
| TACOMA, SEATTLE, VICTORIA, and<br>"PACIFIC COAST."   | "JASON" .....   | On 3rd September. |

## WESTWARD.

| FROM   | STEAMERS           | TO SAIL       |
|--|--------------------|---------------|
| TACOMA, SEATTLE, VICTORIA, and<br>"PACIFIC COAST." | "TELEMACHUS" ..... | On 20th July. |

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th July, 1905.

CHINA NAVIGATION CO.  
LIMITED.

| STEAMERS   | TO SAIL          |
|--|------------------|
| SWATOW, WEIHAIWEI, CHEFOO,<br>and TIENTSIN   | "KANSU" .....    |
| NINGPO and SHANGHAI  | On 28th July.    |
| MANILA   | "TIENTSIN" ..... |
| CEBU and ILOILO  | "TAMING" .....   |
| MANILA, ZAMBOANGA, PORT<br>DAEWIN, THURSDAY ISLAND,<br>COOKTOWN, CAIRNS, TOWNS,<br>VILLE, BRISBANE, SYDNEY and<br>MELBOURNE. | "SUNGKANG" ..... |
|  | "TAIYUAN" .....  |

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.REDUCED SATOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th July, 1905.

## HONGKONG MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN            | FOR     | SAILING DATE.          |
|-----------|------|--------------------|---------|------------------------|
| RUBEL     | 2540 | A. H. Notley ..... | Manila. | Sat., 28th July, Noon. |
| ZAFIRO    | 2540 | R. Rodger .....    | Manila. | Sat., 5th Aug., Noon.  |

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 24th July, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)  
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.  
"ATHENIAN" 5,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.  
"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,428 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 29th Sept.  
Hongkong to London, 1st Class, via St. Lawrence 230. via New York 482  
Intermediates on Steamers, 2nd and 3rd Class Rail 240. " 242.

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## POST OFFICE NOTICES.

The *Metta*, with the English mail of the 30th June, left Singapore on Friday, the 21st inst., at 5 p.m., and may be expected here to-day at noon. This packet brings reply to letters despatched from Hongkong on the 30th May, and the parcel mails closed in London for despatch by the all sea route on the 21st of June, and for despatch overland on the 28th June.

22 Mails for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m. A mail for MACAO post s.s. *Wing-chau* is closed every week-day at 5 p.m. Mail for NANTZI, SANSHU, *Kung-moon*, *Kung-chuk*, *Samshu*, *Wuchow* and CANTON are closed every week-day at 5 p.m. On Sundays the mails are closed at 8 a.m. No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR

PER

DATE

Swatow, Amoy and Ningpo.  
Macao.  
Pakhoi and Haiphong.  
Bangkok.  
Macao.  
Swatow, Chefoo and Tientsin.  
Shanghai.  
Swatow, Amoy and Foochow.  
Haiphong.  
Swatow, Wei-hui-wu, Chefoo and Tientsin.

SHANGHAI, NAGOAKI, KODE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO.  
Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.

Macao.  
Shanghai.  
Macao.  
Kudat and Sandakan.  
Manila.  
Europe, &c., India via Tuticorin  
(Late Letters 11.00 to 11.30 a.m. Extra  
Postage 10 cents).  
Supplementary mail on board up to the  
time fixed for departure of the mail.  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail).  
The parcel mail will close at 5 p.m.,  
on Friday, the 28th inst.

Macao.  
Ningpo and Shanghai.  
Macao.  
Amoy, Straits and Rangoon.  
Batavia, Samarang, Sourabaya and Macassar.

## TO-DAY.

Performance by Mr. Saideow and his Pupils  
City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

23rd July.

ON LONDON.—  
Telegraphic Transfer ..... 1/10  
Bank Bills, on demand ..... 1/10  
Bank Bills, at 30 days' sight ..... 1/10  
Bank Bills, at 4 months' sight ..... 1/10  
Credit, at 4 months' sight ..... 1/10  
Documentary Bills, 4 months' sight ..... 1/10

ON PARIS.—  
Bank Bills, on demand ..... 267  
Credit, of 4 months' sight ..... 240

ON GERMANY.—  
On demand ..... 193

ON NEW YORK.—  
Bank Bills, on demand ..... 46  
Credit, 60 days' sight ..... 46

ON BOMBAY.—  
Telegraphic Transfer ..... 140

Bank, on demand ..... 141

ON CALCUTTA.—  
Telegraphic Transfer ..... 140

Bank, on demand ..... 141

ON SHANGHAI.—  
Bank, at sight ..... 71  
Private, 30 days' sight ..... 72

ON YOKOHAMA.—  
On demand ..... 92

ON MANILA.—  
On demand—Peso ..... 92

ON SINGAPORE.—  
On demand ..... 6 p.m.

ON BATAVIA.—  
On demand ..... 11 p.m.

ON SAIGON.—  
On demand ..... 1 p.m.

ON BANGKOK.—  
On demand ..... 62

SOVEREIGN, Bank's Baying Rate ..... 10.45

GOLD LEAF, 100 fine, per tael ..... 55.50

BAK SILVER, per oz. ..... 27.1

## OPIUM.

23rd July.

Quotations are—Allow 2s. not to 1 catty.  
Malwa New ..... 1180 to ..... per catty.  
Malwa Old ..... 1200 to ..... "

Malwa Old ..... 1300 to ..... "

Malwa V. Old ..... 1300 to ..... "

Persian fine quality ..... 1020 to ..... "

Persian extra fine ..... 1070 to ..... "

Patna New ..... 1087 to ..... per catty.

Patna Old ..... 8 to ..... "

Banaras New ..... 3105 to ..... "

Banaras Old ..... 8 to ..... "

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